

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

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July 12, 2013

TO: Commissioners and Alternates

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SUBJECT: Overseas Reymar Incident Update
(For Commission information only)

Staff Report

On January 7, 2013, the oil tanker *Overseas Reymar* struck the San Francisco-Oakland Bay Bridge at Pier E, just west of Yerba Buena Island. Unlike the similar *Cosco Busan* incident five years prior, no oil was spilled. However, the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun (Pilot Commission or BOPC) and the U.S. Coast Guard (USCG) immediately initiated independent investigations of the tanker incident.

Status of Investigations. Upon hearing the results of a three-month investigation by its Incident Review Committee in April, the Pilot Commission voted unanimously to temporarily suspend the license of the bar pilot involved in the tanker *Overseas Reymar* incident. The BOPC filed a formal accusation with the Office of Administrative Hearings (OAH). The OAH is a state agency that oversees licensing disciplinary matters. Once a formal accusation is filed, a hearing is held before an administrative law judge to determine if pilot error contributed to the accident, and whether to suspend or revoke the pilot's license.

The administrative court date was delayed to allow the bar pilot to negotiate with the BOPC. The parties hope for a settlement by the end of June. If the parties come to agreement, the results will be announced at a public meeting of the Pilot Commission and the court hearing cancelled. If no agreement is reached, a court date will be scheduled.

The USCG Report of Investigation is expected to be public in the fall of this year. To date, no details of the investigation have been released. The National Transportation Safety Board joined the USCG in collecting evidence immediately following the incident; however, the NTSB has not determined whether it will release a separate report.

Guidance. The Harbor Safety Committee (HSC) reviewed Best Maritime Practices included in the Harbor Safety Plan relating to Bay transit in limited visibility. The HSC Navigation work group, working with the USCG, developed *Temporary Safety Guidelines for Navigating in Reduced Visibility*, which became effective February 14, 2013 under the Coast Guard Captain of the Port's authority. The guidelines require vessels to report to the Vessel Traffic Service (VTS) if they encounter any changes in visibility on the Bay. The guidance also instructs large vessels not to pass under the Bay Bridge from the south when visibility is less than 0.5 nautical mile, including ships departing from the Ports of Oakland, San Francisco and Redwood City, Anchorage 9 or other points south of the bridge. The guidelines are implemented through the VTS and will remain in place while incident investigations continue.



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